

GRATEFUL SOLDIERS CALL UPON DONORS

Fighters Obtain Addresses to
Express Thanks Personally
for Tobacco Gifts.

CLUB AGAIN CONTRIBUTES

Plans Completed for Another
Benefit Party in Newark
on April 26.

Among the soldiers calling on The Sun Tobacco Fund yesterday was Corporal Otto G. Savatrem of Casual Company 882, who sought the address of Miss M. Brecheil, a donor, in order to thank her in behalf of the entire company for a tobacco gift issued to them in Brest immediately before sailing for home. He said:

"We sailed from Brest March 5 on the United States transport Louisiana, and while we were waiting to go on board we were feeling pretty low in mind because we hadn't anything to smoke and there seemed to be a prospect of our starting over the pond tobaccoless. We had pooled the money we had to buy tobacco, but you can judge how low we felt when it became known there wasn't any tobacco to buy in Brest. We had about decided to smoke the French cigarettes, but I guess the people over here don't realize that there aren't any of them either. There's a famine of tobacco in France.

Then the Smokes Arrive.

"Well, we were blue enough, I can tell you. To start on a voyage of eight or nine days without a cigarette is no joyful thought to a soldier accustomed to smoke. Then the night before we sailed along came The Sun Tobacco Fund and every one of us was given enough smoking tobacco and cigarettes to last us until we saw Miss Liberty. We brightened up wonderfully and went on board singing.

"In the packages we found the cards from The Sun which told us we owed our good fortune to Miss Brecheil. There wasn't time to write to thank her, so on the way over the boys appointed me to see her when we landed and try to tell her what we owed to her in the way of comfort and happiness. And as soon as I find where she lives I'm going to try."

The corporal was told that Miss Brecheil lived at Sterling Forest, N. J. He promptly made arrangements to go there. Two more returned soldiers who called on The Sun on a similar mission were Privates Black and Quail of the First Gas Corps, who carried a Sun Tobacco Fund postcard addressed to Alfredo B. Diaz, a donor. They had received smokes from the fund in his name at Verdun and wanted to thank him. They were disappointed when they learned that Mr. Diaz's home was in Havana, Cuba. They will write their gratitude.

Another Party April 26.

Sergeant Stewart L. Evans, who since his return from overseas has been getting out the paper Home Again in Staten Island, made a speech for The Sun Tobacco Fund last Saturday afternoon at a tea held in the ballroom of the Robert Treat Hotel in Newark. At the same affair Mr. and Mrs. A. E. Ver-

neux gave an exhibition of society dancing and formally invited the guests, who numbered nearly 1,000, to come to a real fund party at that hotel on the evening of April 26. Mr. and Mrs. Verneux and Mr. Corrigan, manager of the hotel, will be the hosts. Sergeant Evans has volunteered to relate more of his personal experiences in the war, particularly the engagement in which he lost his right arm. Mr. and Mrs. Verneux call the party a dinner dance.

A letter from Trier, Germany, brings news that nineteen members of the 18th Aero Squadron stationed there have had orders to proceed to Colombey, which means they are to start home soon. Those named are: E. M. Payson, E. E. Cobb, A. C. Cooper, W. F. Halley, S. C. Kerk, R. Austin, P. C. Wanser, K. P. Comstock, R. R. Dale, P. C. Sanders, A. M. Smythe, H. D. Smith, M. E. O'Brien, H. Feinstein, E. Dion, C. Simpson, A. E. Newell, L. Ward and H. H. Lurie. Lieut. L. H. Ordway, Sergeant T. A. Blake and Privates J. P. O'Reilly and A. C. Heath left early in March. From all of them cards have been received by fund donors acknowledging tobacco gifts while in Trier.

Message From Hospital.

Sergeant Speed Smith of Detachment Medical Department, 11th Supply Train, Thirty-sixth Division, writes to J. C. Davis from Ervy (Aube), France: "Just received your liberal gift of tobacco and want to thank you very much for same in the name of the detachment and myself.

We are receiving all the tobacco we can use, thanks to the good people back home who continue to subscribe to The Sun Tobacco Fund."

Private W. N. Charles of Company C, Thirty-third Engineers, wrote from Tours on March 4: "Your donation of a carton of cigarettes received, for which I thank you very much. I am in a hospital here and I passed them around among the other patients who are the boys who helped to lick the Kaiser."

Miss Sergeant Theodore M. Shorer, 11th Mechanic Corps Railroad Supply (A. P. O. 745), writes from Ervy, France: "Our fellows can't be happy or content without tobacco, and they keep so even when out of smokes because of their hope that The Sun will get some over to them again. All have had their share of the smokes sent, but they feel sure the newspaper won't quit while they are here and I passed them around."

In today's new contribution appears the second installment from the Dunwoody Country Club, amounting to \$318.83. In June, 1918, this golf club offered on preliminary \$300 and on July 21 it sent in from the games another \$300; therefore its total donations now amount to \$1,118.83.

How the Fund Stands To-day.

THE SUN and THE EVENING SUN \$5,000.00
United Clear Stores boxes 72,997.97
Overseas acknowledged 217,751.21
New contributions 649.96
Total \$586,749.14
Shipped and paid for \$293,382.34
Cash balance 2,932.82
Schulte cigar stores boxes 26,977.52
Grand total \$586,749.14
New contributions are:
In memory of Lieut. F. J. P. 5.00
William E. Talbot 25.00
Clayton Vernon, N. Y. 5.00
William Peterson, Inc. 200 6th av. 1.75
J. E. Hand and J. M. Fluke, 607 "Empire" Bldg. 1.00
L. M. C. 1.00
Mr. and Mrs. Jerome F. Kidder 1.00
Grange, N. Y. 1.00
MORNING SUN Stereotype Dept. 1.00
Catherine O'Brien, 19 Lake st. 1.00
White Plains, N. Y. 1.00
Beale Watson, New York 10.00
Dunwoody Country Club (second installment) 318.83

Indiana Made Town Dry.

WATSON, Ill., March 31.—Hecker, Ill., ten miles east of here, which was "dry" two weeks, is "wet" again. Joseph Block, proprietor of the town's only saloon, was stricken with influenza and in his illness the saloon has been closed.

JACK CASEY, ARTIST, NOT DEAD, BUT HERO

Surprises New York Friends
by Arrival on Lorraine With
French Wife, a Baroness.

WAS IN FOREIGN LEGION

Newspaper Men Tell of High
Prices and Poor Transportation
in France.

Jack Casey, the artist, mourned by New York friends two years ago, when it was reported that he had been killed in action with the French Foreign Legion, proved very much alive yesterday when he walked down the gangplank of the Lorraine and found himself on American soil for the first time in nearly a decade.

With Casey, who has achieved a high reputation as a painter and a still higher one as a fighter in the years that have elapsed since he turned his back on Broadway to study art in Paris, was his French wife, who was Baroness Marie Aumont. They were married in 1916.

Casey, who was widely known in this country as a newspaper illustrator a decade ago, never relinquished his American citizenship despite his long residence in Paris. Soon after the war broke out in 1914 he exchanged his brush for a rifle and with many other American residents in the Latin quarter he signed up with the Foreign Legion. Of that original company of American volunteer defenders of France but a handful survive.

Near Death Many Times.

Casey's term of service with the Foreign Legion covered three and one-half years and he narrowly escaped death on a score of occasions. In the Champagne campaign in the autumn of 1915, in which the Foreign Legion suffered heavy losses, he was terribly wounded and was left for dead on the battlefield.

Three days later he was listed as "missing" by the French War Office and given up as having "gone west" by his comrades. But in the meantime a French medical party had happened upon him in the isolated spot where he lay, given him first aid treatment and placed him in a freight car bound for a base hospital. It was many weeks before he again was able to take his place in the firing line.

Mr. Casey and his wife expect to remain in this country for several months and will visit his old home in San Francisco before they return to France.

Frank Dallam Among Arrivals.

Frank Dallam, a former New York newspaper man, who resigned the editorship of a Boston newspaper a year ago to go across as a Y. M. C. A. secretary, was the first man to walk down the gangplank of the Lorraine. Mr. Dallam said that only one untoward incident marked his overseas career. One day while he was riding on a wagon loaded with pickles for distribution among the soldiers a German shell happened along and absolutely ruined the conveyance and its cargo of pickles. A slight graying of the hair about the temples was the only ill effect Mr. Dallam suffered in the experience.

George S. Applegate, a Pittsburgh newspaper man who has been serving as a correspondent in the field with the American Army of Occupation, was another passenger on the Lorraine. He

said that, conservatively estimating it, he would put the number of delegates to the Peace Conference, clerks, secretaries and under secretaries and members of boards and commissions from other nations now sojourning in Paris at 40,000,000.

"Almost every American over there is simply wild to get back home," said Mr. Applegate. "I had to wait in line for five days at the American Passport Bureau to get my papers vised. That office is open for business only from 10 A. M. until 4 P. M., with two hours off for lunch, and the officers in charge take their own sweet time about everything, believe me."

Mr. Applegate said that the cost of living in Paris, especially for Americans, had risen above the bounds of reason.

"This is due in part, of course, to congestion in the city," he said. "But the Americans who are suffering it are themselves largely to blame for the present state of affairs. Every American who came over started in to paint the town in every known hue, spending his money with the wild abandon that only an American can achieve."

"Before they got wise to themselves the canny French tradespeople had got wise to the, with the result that to-day you pay a stiff monetary penalty for being an American in Paris. They see you coming seven leagues away."

The Lorraine's sailing from Havre was delayed ten hours in order that a party of 340 casual officers might return home aboard her. One of these officers said yesterday that the party had set out from Havre to study art in Paris, only to find that they had to wait for a ship to take them to their destination.

"We were routed by way of Tours, Orleans and other points absolutely out of the line to Havre," said this officer.

The proceeding was quite comparable to a journey from Philadelphia to New York by way of New Orleans. The French railway system is in so chaotic a condition that I have no doubt but that we would still be trying to reach Havre had we not dug down and raised a fund of some 6,000 francs to bribe French train dispatchers. Time and again we would be stalled at some way-side crossing, facing the prospect of indefinitely waiting for freight trains to pass.

"Every man of us was dead anxious to make that boat and we bribed railroad men shamelessly. They never seemed to comprehend our wishes until we waved a roll of bank notes under their noses. Then, miracle dictu, the freight trains would be sidetracked and away we'd go until we got into some other train dispatcher's territory, where the process would be repeated."

PULITZERS OFFER AIR TROPHY

Competition Open to Army, Navy
and Marine Fliers.

A trophy has been offered by Ralph and Herbert Pulitzer for annual competition open to army, navy and marine aviators. The first contest for the trophy will be held at Atlantic City during the aeronautic convention in May.

The Pulitzer trophy will go to the aviator making the longest non-stop flight over land or water from Atlantic City to any point. No restrictions are put upon the size or power of the aircraft used. There will, however, be classes of competitors, according to the number of motors used.

Inherit \$5,000,000 Estate.

Special Dispatch to The Sun.
BOSTON, March 31.—By the death to-day of Mrs. William Wright of 224 Dartmouth street, her estate, estimated at \$5,000,000, goes to three surviving relatives, Mrs. John Wright of Lynchburg, Va., Russell Moore of New York, a son-in-law, and a cousin, John Harvey Wright, who prior to the war made his home at Peabody, Mass. Mrs. Wright was the widow of William Wright, who was noted for his philanthropic deeds and who died about five years ago. There were four children, all of whom are dead.

DISHONEST BANKER GETS PRISON TERM

Bozzuffi, Who Swindled Little
Italy for Years, Rounded
Up Twice.

OVER \$180,000 VANISHES

Exposure Due to Clever Work
of Miss Rosalie Manning,
Settlement Worker.

Two or three years ago John Bozzuffi of 314 East Sixty-third street operated a private bank in 1149 First avenue. In the eyes of Little Italy, he was a great and honest banker and to him went hundreds of Italian immigrants with their savings for deposit in the great man's bank, and with money for Bozzuffi to send overseas to relatives in Italy. Several hundred thousand dollars were taken into the bank and many other thousands were entrusted to Bozzuffi to send abroad.

The great banker waxed prosperous. He purchased automobiles and became the owner of twenty-two tenement houses, all filled with well paying tenants. The profits of his bank seemed to be enormous. And then one day Miss Rosalie Manning of the Lenox Hill Settlement, talking to an Italian immigrant, learned that although the great banker was kind enough and good enough to accept the money for deposit there his charity ended.

As she pursued the investigation that this revelation started, Miss Manning learned also that thousands of dollars that had been given to Bozzuffi to send overseas had never reached Italy.

Principal Found to Be Missing.

In 1914 Miss Manning interested A. Bertram Samuels, an attorney, in Bozzuffi's activities, and Mr. Samuels immediately started bankruptcy proceedings against the banker. Then it was found that he had accepted deposits of \$180,000 upon which he paid no interest, and not only that, but the principal had disappeared. And later Dominico Bruzini of 213 East Forty-eighth street complained that he had given all his savings, \$1,800, to Bozzuffi to send to Italy, but that the money had never reached there.

Then Bozzuffi was indicted, the specific charge being that he had appropriated to his own use the money turned over to him by Bruzini. On March 19, 1916, the banker pleaded guilty to attempted grand larceny. But instead of sending the man to the penitentiary, the court put him under a suspended sentence and gave him three years in which to make restitution to the men and women who had charged him with

swindling them. He organized the Bozzuffi Realty Company, with the approval of the United States District Court, which saw in the move an apparent indication of the banker's willingness to make good his clients' losses.

The company made money, and for a little while Bozzuffi ran it as it should have been run. Then he acquired control of the corporation by exchanging promissory notes for large blocks of stock. After that his methods of business were such that Attorney Samuels and Miss Manning made another investigation. They found that all of the money of the corporation had vanished, although Bozzuffi appeared to be prosperous, and he refused to permit Mr. Samuels to see the company's books.

Ousted and Haled to Court.

Then a new meeting of the board of directors was held last January and Bozzuffi was ousted. Bartholomew Brise of 215 East Sixty-first street was made president and Miss Manning became secretary and treasurer.

Such of Bozzuffi's books and papers as were available were inspected by experts from the Mayor's Committee on Taxation and it was decided to again take Bozzuffi before the courts. Yesterday before Judge Otto A. Rosinsky in General Sessions the taxation experts testified that Bozzuffi, while under suspended sentence, had violated the State banking laws by soliciting deposits and evidence was presented showing that he had solicited business as a notary public, a steamship agent and a loan broker.

From the Military Intelligence affidavits were obtained showing that Bozzuffi had opposed the draft and that he had trafficked in Liberty Bonds. In three years Bozzuffi had made no restitution whatever, but apparently had done again many of the things for which he had been tried. So the court sentenced him to State prison for not less than one year and three months and not more than three years and six months.

4 FLIERS KILLED; 2 HURT.

One Accident Occurs at Pensacola.

PENSACOLA, Fla., March 31.—Three naval aviators were killed and another badly injured here to-day in a collision between two seaplanes flying over Santa Rosa Island. The dead are Ensign Carl H. Weigel, Baltimore; Ensign H. A. Robinson, Coldwater, Mich., and Chief Quartermaster's Mate Eidon H. Truex, St. Louis.

Ensign Jesse Ray Simpson of Anderson, S. C., who was injured, was reported to-night as having a fair chance for recovery.

The planes, which were attached to the training station here, had been out for some time, two aviators in each, when they met in midair about 100 feet above the ground. The three men killed died instant death, some spectators believing they were killed by the impact of the collision.

Riverside, Cal., March 31.—Lieut. C. M. Rimmerger of Mojave, Ill., was killed to-day when the airplane in which he was flying over March Field near here fell 1,000 feet. Cadet Packard of Rakrath, who was with him in the machine, was seriously injured.

PASSAIC TEXTILE STRIKE NEARS END

Mills Reopen To-day on Basis
of 55 Hours Pay for
48 Hours.

The textile strike at Passaic which has been in progress for eight weeks, is expected virtually to end to-day when the mills will open their gates on a schedule of fifty-five hours pay for a forty-eight hour week.

The strike already has been broken at the plants of the Passaic Cotton Mills, the New York Belting and Packing Company, the Okonit Company and the Dundee Textile Company. These mills employ about 2,500 men and women and were running at capacity yesterday.

At the Passaic Cotton Mills 150 strikers marched to the gates yesterday morning and announced that they were willing to accept the forty-eight hour week at fifty-four hours pay, which had been offered by the management. Only twelve of the strikers were put to work. The remainder were paid off and told that there were no vacancies.

Strike Leaders Discharged.

Seventy-five of the 175 strikers who returned to the Okonit mill under similar circumstances were taken on. Two of the strike leaders who applied for reinstatement at the New York Belting and Packing Company plant yesterday were paid off and discharged.

With the strike broken in these four large establishments and the return yesterday of approximately one-fourth of the recalcitrant workers to the handkerchief mills, the manufacturers asserted last night that the worst was over and that they expected comparatively little difficulty hereafter.

At a meeting of the striking woolen workers yesterday there was a division of opinion concerning the wisdom of returning to work on the terms offered by the manufacturers which include practically everything asked for save recognition of the union on a closed shop basis. Two priests, the Rev. Joseph Marzinko and the Rev. Emery A. Hattinger, spoke at two meetings of the strikers, advising the workers to return to-day and leave the question of union recognition to the future.

Strike Leader Quits Union.

Frank Terr, chairman of the strikers at the Botany Worsted Mills, resigned from the union yesterday, announcing that he would have nothing more to do with the strike. Similar action was taken by several of the lesser leaders and it was noticeable that most of the speakers who addressed strike meetings had lost much of the fire that previously had characterized their speeches.

Union leaders last night warned their members against any attempt at violence when the mills opened to-day. The authorities have promised protection to all who seek to return to work and a force of 300 special deputies has been sworn in. Most of them are discharged soldiers and sailors.

GOODRICH

Their Average Daily Expense is as Follows:

Gasoline	\$1.00
Oil and Grease	.20
Tires	1.00
Driver's Salary	5.25

Why Do You Put this Item In The List?

Are tires deserving of special itemizing—more so than springs, gears, bearings, other parts?

Do yours depreciate \$1 a day... really?

If so, then switch to **GOODRICH DE LUXE** Truck Tires!

For records of DE LUXE users show costs well under that mark.

Just one example.

Two years and three months ago S. Laskau, 1261 Third Ave., New York, bought a three ton truck for heavy inter-city service. **GOODRICH** equipped all-round.

To date the truck has gone 23,000 miles. The tires are only half worn out. The name **GOODRICH** is still legible on every tire!

Here is proof positive of their unusual economy and service—proof of their dollar saving, not penny saving.

Try them.

New York—Akron Rubber Tire Co., 324 West 32nd Street, E. Schenckmayer Co., Inc., 17 West 4th St.
Bronx—Akron Rubber Tire Co., 308 Morris Ave.
Brooklyn—Holt, Austin & Company, 17 Dean St., A. J. Dunkin, 397 Atlantic Ave.
Long Island City—Harrold's Motor Car Co.
Staten Island—A. T. Zorn, Stapleton.

GOODRICH DE LUXE TRUCK TIRES

RELIABILITY

You can place complete confidence in So-CO-ny Motor Gasoline. Its quality never varies. Every drop gives the same forceful "kick."

You get quick starts, instant pick-ups, most mileage—winter and summer. You are freed from carburetor adjustments and clogging—you are freed from carbonized cylinders.

Don't risk the dangers of unknown, inferior mixtures. Buy So-CO-ny for reliability.

Wherever you see the Red, White and Blue So-CO-ny Sign—there's the safe place to get your gasoline.

STANDARD OIL CO. OF NEW YORK

WE SELL SO-CO-ny MOTOR GASOLINE

STANDARD OIL CO. OF N.Y.

The sign of a reliable dealer and the world's best Gasoline

The HOT SPOT Chalmers is the One Car of the Day

THE great American public, never fooled for long, is beginning to realize that Chalmers is one of the few great cars of the world.

Sales are climbing fast. From coast to coast the movement is toward Chalmers.

Today this car is on a production basis at the factory that Chalmers executives little expected to occur even in July. Why is this?

The answer is "Hot Spot." For this simple but really magnificent device does a trick in the use of gas that is almost beyond belief.

It "smashes up" raw gas, "pulverizes" it, makes it "fine as dust," so that you can get every last bit of power out of gas.

Then the great Ram's-horn rushes it gently but quickly through "easy air bends" to the cylinders, and what is the result?

Not only high power from a low grade gas, but an even, soft flow of power that rests your nerves, saves your tires, and gives you a new and rare delight in driving.

Please don't miss this present day Chalmers. It's the one car of the day.

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